261 King Street East.
Adult Lifestyle Condominium
Original Application
October 21, 2016

- 48 unit, 4 storey adult lifestyle condominium development with underground parking
Studies Submitted

• Planning Justification Report
• Urban Design Report
• Archaeological Assessment
• Functional Servicing/Stormwater Management Report
• Transportation Demand Management Options Report / Transportation Impact Study / Parking Analysis
What is permitted on the site now?

<table>
<thead>
<tr>
<th>Permitted Uses</th>
<th>Current: RM3-16 Zone</th>
<th>Proposed: RM4 (modified)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Apartments, townhouses, maisonettes</td>
<td></td>
</tr>
<tr>
<td>Lot Area (min)</td>
<td>4,000 m²</td>
<td>3,900 m²</td>
</tr>
<tr>
<td>Lot Frontage (min)</td>
<td>50 m</td>
<td>46 m</td>
</tr>
<tr>
<td>Front Yard (min)</td>
<td>7.5 m</td>
<td>12 m</td>
</tr>
<tr>
<td>Side Yard (min)</td>
<td>9 m</td>
<td>8 m</td>
</tr>
<tr>
<td>Rear Yard (min)</td>
<td>15 m</td>
<td>15 m</td>
</tr>
<tr>
<td>Lot Coverage (max)</td>
<td>35%</td>
<td>34%</td>
</tr>
<tr>
<td>Density (max)</td>
<td>16 units/ha = (6 units)</td>
<td>115 units/ha = 45 units</td>
</tr>
<tr>
<td>Height (max)</td>
<td>9.5 m</td>
<td>13 m</td>
</tr>
<tr>
<td>Landscaped Area (min)</td>
<td>50% of lot area</td>
<td>54%</td>
</tr>
<tr>
<td>Landscape Strip</td>
<td>4.5 m along King Street</td>
<td>4.5 m along King Street</td>
</tr>
</tbody>
</table>
Key Planning Concerns identified

- Loss of privacy / overlook
- Rear yard Shadow impact
- Loss of existing trees
- Traffic / parking – curve in road
- Density too high
- Loss of View of Escarpment
Building Response


- 48 units
- 123 units/ha
- 53 Parking Spaces

June 2017

- 45 units
- 115 units/ha
- 58 Parking Spaces

261 King Street East
September 18, 2018
Building Step back

4th Floor Step back

Previous Submission

Revised Submission

261 King Street East
September 18, 2018
Building Articulation
Angular Plane: 45°
Privacy, Overlook and Shadows

Less than 45° from Rear Lot line
Less than 45° from Front Lot line
Angular Plane: \( 52^\circ \)

Privacy, Overlook and Shadows

- \( 52^\circ \) from West Side Lot line
- \( 45^\circ \)
- \( 52^\circ \) from East Side Lot line
Massing and Overlook

261 King Street East
September 18, 2018
Parking
Stoney Creek Zoning By-law 3692-92

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>No. of Units</th>
<th>Required Resident Parking</th>
<th>Required Visitor Parking</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-bedroom</td>
<td>6</td>
<td>1.25</td>
<td>.35</td>
<td>10</td>
</tr>
<tr>
<td>2-bedroom</td>
<td>39</td>
<td>1.5</td>
<td>.35</td>
<td>72</td>
</tr>
<tr>
<td>TOTAL</td>
<td>45</td>
<td></td>
<td></td>
<td>82</td>
</tr>
<tr>
<td>Proposed</td>
<td>45</td>
<td>1.0</td>
<td>0.28</td>
<td>58</td>
</tr>
</tbody>
</table>

- Proxy site shows demand of 1.25 parking spaces per unit or 57 spaces.
- TTS Data shows auto ownership of apartments at 0.60 parking spaces per unit or 27 spaces.
Transportation
Remedial Measures and Sight Distance

• Level of Service at study area intersections and proposed driveways is acceptable.
• No auxiliary turn lanes required on King Street at proposed driveways.
• TAC Geometric Design Guide recommends the minimum stopping sight distance be provided for driveways. Minimum stopping sight distance for 60km/h design speed is 85 metres.
  • Sight distance to the east is 85 metres
  • Sight distance to the west is 115 metres
• Sufficient sight distance in both directions.
• Recommend any vegetation in road allowance be maintained at 0.60 metres or less.
High vs Medium Density

High Density: UHOP Policy E.3.6.7 b

- “High profile multiple dwellings shall not generally be permitted immediately adjacent to low profile residential uses. A separation distance shall generally be required and may be in the form of a suitable intervening land use, such as a medium density residential uses. Where such separations cannot be achieved, transitional features such as effective screening and/or design features shall be incorporated into the design of the high density development to mitigate adverse impact on adjacent low profile residential uses.”

Medium Density: UHOP Policy E.3.5.9 b)

- Development shall be integrated with other lands in the Neighbourhoods designation with respect to density, design and physical and functional considerations.
Overall Response

- Density reduction from 123 to 115 units per hectare
- Unit reduction from 48 to 45 units (-3)
- Massing reduction – 4th floor building step-back and overall building articulation
- Parking increase from 53 to 58 spaces
Planning Rationale

Summary / Overview

- PPS/P2G Policy and UHOP support intensification
- Infrastructure / traffic capacity available to support density
- Increase housing choices – provides single level independent living options to an aging population
- Transit supportive density
- King Street = minor arterial road
- Close to amenities
- Meets intent of Urban Design Policies
- Appropriate intensification of the site
Recommendations

Support the draft Official Plan and Zoning By-law Amendments provided